

## Significant Changes to Part 4 (That will or may affect NCDOT)

1. Final approval of 4-Section FYA display for protected-permitted displays
2. Final approval of 3-Section FYA display for permissive displays (Manual recommends against using a circular RYG display centered over left turn lane)
3. Protected-only mode left-turn faces must use Red Arrow, not Red Ball. Use of “Left Turn Signal” sign in conjunction with Left Red Arrow is a direct violation.
4. All new signals to use 12” Signal Heads with a few exceptions for 8” heads
5. Revisions to Section on Accessible Pedestrian Signals
  - Locator tones
  - Beacons tones
  - Percussive Tones only - chirps, cuckoos, other “bird” noises no longer allowed
  - Specific standards shown if speech walk messages are used
6. For signalized crosswalks, Countdown Pedestrian signals required if pedestrian change interval is greater than 7 seconds (“optional” for change intervals of 7 seconds or less)
7. Use of 3.5 feet per second walking speed recommended for pedestrian clearance intervals
8. For design speeds of 45 mph or more, basically 1 head per through lane is recommended (preferably located overhead, but side-mounted supplemental heads okay)
9. New Warrant 9, for signals near railroad grade crossings (stop or yield sign within 140 feet of tracks)
10. Hybrid Beacons used for pedestrian locations (the HAWK) & Emergency Vehicle access locations
11. Backplates are a “should” condition for all signal faces
12. U-turn Signal Head added (we are waiting on ITE Specs)